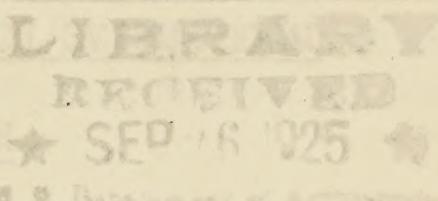


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UNITED STATES DEPARTMENT OF AGRICULTURE

Extension Service
Office of Exhibits

A Summary of the Exhibit

INEXPENSIVE LOCAL ROAD IMPROVEMENT

A booth exhibit showing some inexpensive treatments which are suitable for over 2,000,000 miles of local light-traffic roads in the United States.

Specifications

Floor space - - - - - 8' 6" front, 5' 3"
Wall space - - - - - None (deep).
Shipping weight - - - - 350 lbs.
Electrical requirements - None.

INEXPENSIVE LOCAL ROAD IMPROVEMENT

How It Looks

This is a pictorial booth exhibit containing a small amount of very instructive text. One's attention is first centered on the painting of an ordinary untreated country road which may be found in almost any part of the United States.

The picture shows that the road needs to be improved before it will be of the most service. The methods of treatment for local roads are shown by several carefully selected enlarged photographs on the two sections.

The right section shows the treatment for oiled sand-clay roads and on the left section is shown the sand-asphalt construction for local roads. The booth is 8 ft. across the front, 5 ft. deep and $7\frac{1}{4}$ ft. high.

What It Tells

An inexpensive surfacing material must be relied on for the improvement of the larger part of the mileage of roads in this country. A paved surface is justified by traffic only on the main trunk roads and even on these there are sections which require only the equivalent of a gravel surface. The type of surfacing should be adapted to local conditions and materials.

This exhibit contains colored photographic views of two types of inexpensive surfacing material which have given excellent service. The first is the oiled sand-clay road treatment which is dustless as well as cheap. The road is first graded and covered with a layer of sand; then oil is applied cold at the rate of $1/3$ to $4/10$ of a gallon per square yard. The surfacing is built up or maintained by successive treatments of oil and sand. Generally two treatments are required the first year. The cost of maintenance is only slightly greater than the average cost of maintaining earth roads. The second type is the sand-asphalt construction which is suitable for local roads in sandy country. The photographs show the unimproved sand road, the asphalt

mixing plant, the rolling of the 3-inch base, the spreading of the $1\frac{1}{2}$ -inch surface course and the completed road.

Where to Get Information

The following publications may be obtained free of charge from the U.S. Department of Agriculture, Washington, D. C.

U.S.D.A. Bulletin 463 Earth, Sand-Clay and Gravel Roads.

Public Roads Vol. 5 No. 7 Sept. 1924 Oiled Earth Roads on Long Island.

Public Roads Vol. 5 No. 8 October 1924 Sand-Clay and Semi-Gravel Roads Studied

